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SUPPLEMENT TO
REPORT NO

THIS IS UNEVALUATED INFORMATION

1. The Kaganovich Plant is located south of Moscow-Lubino (37°45'E/55°40'N), Moscow Oblast, east of the railroad line to Moscow, and several kilometers west of the oil refinery in Vladimirski, the smokestacks of which were seen from the Kaganovich Plant. *
2. The workshops were brick buildings with sheet-metal roofs and, according to inscriptions on the buildings, were constructed between 1918 and 1930. The machine shop south of the steel foundry was a new installation. It was equipped with modern German machinery by late 1949. Several plant buildings were constructed after 1949 and a Soviet laborer stated that further construction was planned. **
3. [redacted] the steel foundry was 300 x 150 meters, with four smokestacks 80 meters high and was equipped with four open hearth furnaces and one oil-burning furnace. [redacted] the steel foundry as being 90 x 90 x 15 meters, and equipped with three open hearth furnaces, several trolleys and cranes. [redacted] there were five bays along the western wall of this building which were equipped with two annealing furnaces, many cranes, polishing and grinding machines. 25X
4. The iron foundry was equipped with four furnaces, 2 meters in diameter and 10 to 12 meters high. Three furnaces were always in operation. [redacted] this foundry was equipped with only three furnaces.
5. [redacted] the axle forge was equipped with one oil-burning furnace, two English steam hammers, one straightening machine, one test stand with drop hammer, and two cranes. [redacted] the forge was equipped with two furnaces and two hammers. *** 25X
6. [redacted] the plant manufactured chassis parts, wheels, various types of springs, couplings, axles, grease cups (Schmierbuechsen), and bearing casings (Lagerschalen). [redacted] the 1945 production of axles had been doubled by August 1949. [redacted] the plant produced the steel plates for railroad cars and locomotives, buffer boxes, brakes (Hemm-schuhe), axles and springs. The output was 400 bundles of springs per shift. Several freight trains loaded with railroad car parts left the plant every day. [redacted] the plant produced 240 axles, 1,000 to 1,400 bushings of various sizes and 100 bushings for Pullman cars daily, as well as 1500 brake shoes and 500 bearing casings (Lagerschalen) per shift. The plant

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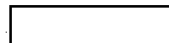
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also produced an unknown quantity of cylinders in two sizes, one of which was 35 cm in diameter, 80 cm high, with walls 3 or 4 cm thick, and the other size was 25 cm in diameter, 55 cm high and had walls 2 cm thick.

7. Kanavalov (fnu), with the rank of general, was plant manager. Engineer Major Dyukov (fnu) was in charge of the forges producing springs and Engineer Gimpelson (fnu) was chief of the steel foundry.

25X1

* Comment. For location of this plant, see Annex 1, Sketch I. This location agrees with

25X1

25X1

** Comment. The old plant was previously known as a railroad repair shop. For plant layout, see Annex 1, Sketch II. The data regarding the number and type of construction of the plant buildings are believed to be correct.

25X1

*** Comment. For sketch of the axles produced, see Annex 2.

Attachments: Two

1. Location and layout sketch of the plant.
2. Sketch of railway axles produced at the plant.

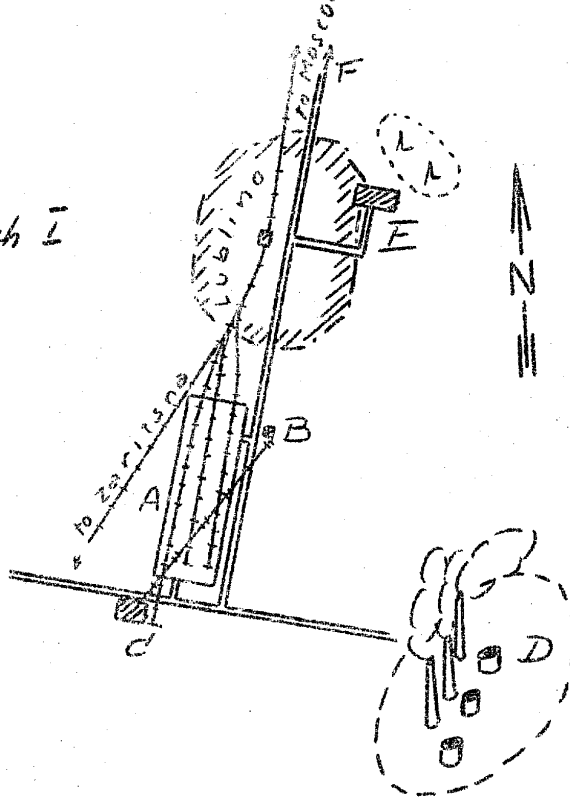
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ATTACHMENT

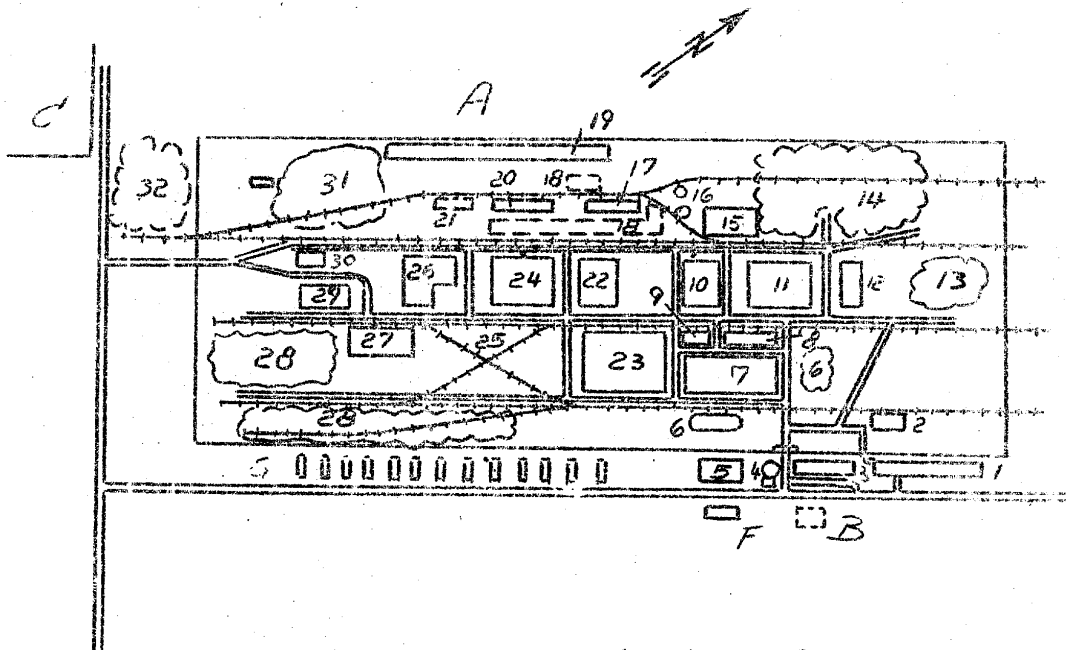
Kaganovich Plant for Railroad Car Parts in Moscow, Lublino

Sketch I



scale 1:100,000

Sketch II



scale 1:10,000

Legend: See next page.

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Attachment

Legend:

Sketch I:

- A. Kaganovich Factory.
- B. Transformer area.
- C. Power plant.
- D. Vladimirovski oil refinery.
- E. PW Camp
- F. Road with stone pavement.

Sketch II:

- 1. Four story administration building, 150 meters long.
- 2. Locomotive shed.
- 3. Hospital.
- 4. Water tower.
- 5. Bakery.
- 6. Cooling plant (Kuchlanlagen).
- 7. Steel foundry.
- 8. Sand dressing shop.
- 9. Light forge and grinding shop.
- 10. Forge equipped with 10 to 12 furnaces, 2 steam hammers, 1 straightening machine and 1 test stand with a drop hammer.
- 11. Iron foundry with one smokestack, 30 meters high.
- 12. Kitchen and office building.
- 13. Lime dump.
- 14. Coal dump.
- 15. Boiler house with six boilers.
- 16. Two oil tanks, 5 meters in diameter.
- 17. Bunker.
- 18. Underground oil depot with several tapping points.
- 19. Warehouse.
- 20. Gasoline bunker.
- 21. Underground gasoline depot.

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Attachment

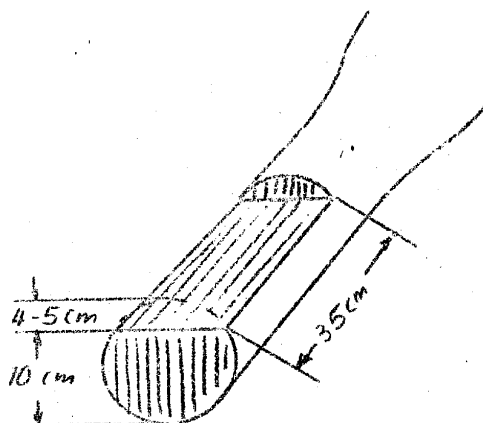
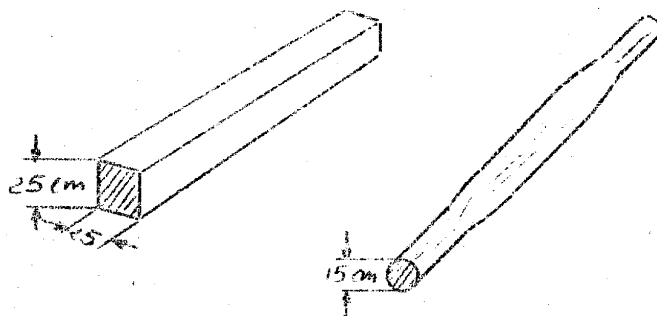
22. Accessories warehouse (Lager fuer Zubehoerteile).
23. Machine shop, 150 x 150 meters, with new installations.
24. Axle forge.
25. Loading and storage area.
26. Forge No I for the production of springs.
27. Forge No II for the production of springs.
28. Scrap dump.
29. Foundry for non-ferrous metals equipped with two furnaces.
30. Storage building of the foundry, for non-ferrous metals.
31. Storage dump and office building.
32. Slag dump of power plant and railroad car plant.
- B. Transformer area.
- C. Power plant.
- F. Fire department.
- G. Settlement.

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ATTACHMENT 1

Is manufactured at the Agatovich Plant in

Moscow -abline



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